



Official Publication of the Idaho Transportation Department – Division of Aeronautics



Spring 2004



Vol 50, Issue 2

# RUDDER FLUTTER

## Aviation Festival draws record crowd

By: Darla Christenson, ITD Public Affairs and Frank Lester, Safety/Education Coordinator

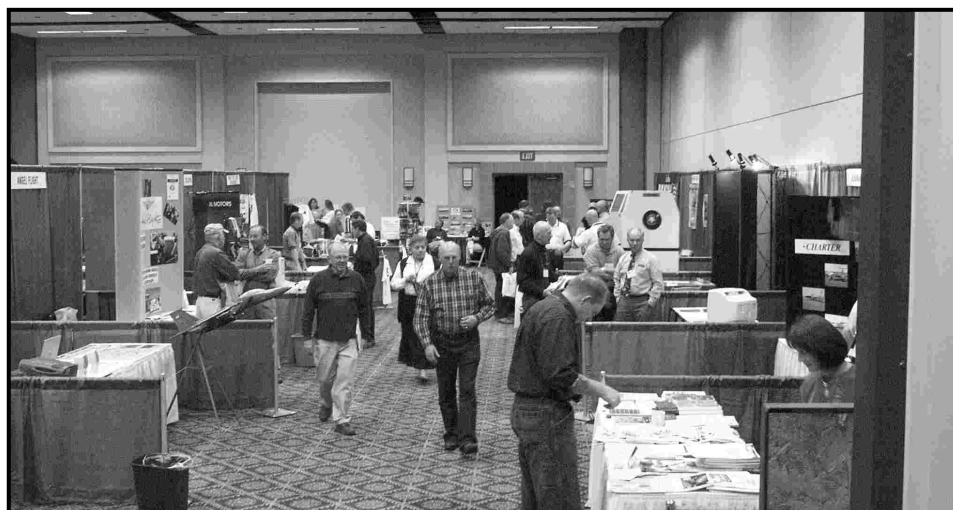
Aircraft Owners and Pilots Association (AOPA) President Phil Boyer launched the 12th Idaho Aviation Festival with a Pilot Town Meeting at the Boise Centre-on-the-Grove Thursday night. Elated with the near capacity crowd, Boyer spoke for over an hour to more than 275 pilots from as far away as Montana and Oregon on current issues impacting general aviation. This was his first visit to the Gem state since the inaugural conference.

Planned events spanned a wide spectrum of topics and activities. Winter survival; tips on safe mountain



**Voyager Pilot, Dick Rutan talks to Nicholas Buckley during the Teacher Workshop about following his dreams while his Mom watches.**

(Photo by Frank Lester)



**Attendees participate in Trade Show,** (Photo by Frank Lester)

and canyon flying; a ride in the Spatial Disorientation Simulator; and workshops for students and teachers filled the schedule. Attendees were treated to the latest in digital technology and flight simulators as they toured the trade show. Author Bruce McAllister navigated deep into our aviation past as he embarked on a tour of the air mail service with his photographic history "Wings Across

## See Aviation Festival

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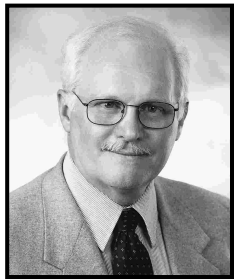
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# From the Administrator:



It's March 15, the first business day after our annual Aviation Festival



and the first thing this morning Frank reminded me that today was the deadline for my Rudder Flutter article. Naturally, the

festival comes to mind first. Although the final numbers are not yet in, it appears that attendance has exceeded previous years. The opening event with Phil Boyer Thursday evening was

certainly a success as the auditorium was nearly filled to capacity. Major General Kane gave an excellent talk at Friday's luncheon and Dick Rutan's presentation at the Saturday evening banquet attracted upwards of 250 people. For those who attended as participants, presenters, vendors or volunteers, thank you for your support.

The festival is not the only public event we conduct. In June we will hold our annual Aviation Career Education (ACE) Academy for high school students interested in pursuing a career in the field of aviation. Then August brings the Northwest Mountain Family Fly-in at McCall with its safety seminars and flying activities. Between August and June, we also organize three Flight Instructor Refresher Clinics. These events require a lot of pre-planning and coordination, keeping the folks around here pretty busy. We continue to look for ways to improve each one of these events and are interested in hearing your thoughts. We are also interested in talking to anyone who would like to assist in planning and organizing these and other activities. Don't hesitate to contact any member of my staff with your suggestions or to volunteer your time.

Speaking of help, we are very grateful to those organizations and individuals who volunteer to maintain many of the backcountry airstrips. Spring is almost here and people are now beginning to organize work parties. The first one is scheduled for April 24<sup>th</sup> at Thomas Creek. These work parties consist of a cross section of people who go out for a day to spruce up an airstrip they are

interested in—they are a great time. Give us a call if you are interested in participating. We can quickly put you in touch with the person organizing the work party. (See page 12 for more information.)

One of the main topics I have reported on in the last few issues of the Rudder Flutter is our appeal of the Forest Service's Record of Decision and Management Plan for the Frank Church Wilderness. We have been notified that our appeal was received and is being processed. Prior to an appeal hearing we will meet with the Forest Service to see if we can resolve the issues. From the beginning, we have received support from two important sources: the Idaho Legislature and the Idaho Congressional delegation. Once again the Legislature passed a memorial stating their position and support for the backcountry airstrips. Our Congressional delegation jointly sent a letter to the Secretary of Agriculture stating their support for keeping our backcountry airstrips open.

I would be remiss if I didn't mention the help we received from Bob Patrick, President of the Idaho Aviation Association, in preparing our appeal. Bob has been a tremendous asset to us. We spent many hours talking and sending emails while preparing the appeal. Thanks for the help Bob and thanks to our legislators and congressional delegation for their unwavering support.

**Bob Martin**  
ITD Aeronautics Administrator

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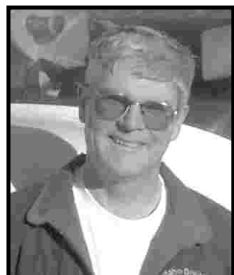


# Radio Chatter

By: Frank Lester, Safety/Education Coordinator

## The 2004 Festival...one more time

With the 2004 Aviation Festival behind us, preparations are already in full swing for the 2005 Festival. This issue of the Rudder Flutter is full of information and pictures about the many events and accomplishments we enjoyed this year: nearly 700 people attended, spoke, ate, listened, and exhibited. AOPA President, Phil Boyer, in his first visit to Idaho since the aviation conference 12 years ago, drew a near capacity crowd of 275 pilots and owners. Dick Rutan spoke to the largest banquet audience in the history of the conference. He made the evening for three young aviation artists truly a night to remember when he presented them certificates, signed by Governor Kempthorne, highlighting their accomplishments in the Aviation Art Contest. Yes, there were the usual glitches: schedule changes and cancellations; our website crashed on opening day; oh, yeah... and parking. In spite of these minor setbacks, we can't lose sight of the efforts of so many people to bring about one of the most successful events yet. In particular, I would like specifically to single out one individual whose work helped us make a quantum leap with our introduction of on-line registration. Tammy Schoen, our Office Management Assistant, my field general, certified Web Wizard, and all-around nice gal, built the entire registration system that we used for this year's event. No, it wasn't perfect; yes, it did crash (not her fault unknown gremlins from HQ) but if you consider that she had no formal training and put the whole system together in less than 60 days—that's good in my book. It is especially



noteworthy when you consider that last year we had the highest pre-registrations ever at 90 and this year we had more than 200. It will only get better. Thanks Tammy for a very tough job completed with style and grace.

## ... and Gus McLeod

Those of you, who came to McCall for last summer's Family Fly-In and stayed for the Saturday night dinner, will remember Gus McLeod and his tales of becoming the first to fly to the North Pole in an open-cockpit aircraft, a Stearman. You might also remember that he was planning to circumnavigate the globe via the poles the following October. Well, October came and went and no

word from Gus. Nothing on his website—nothing! Then at the end of February, I received an email from him. I would like to quote parts of it for you now:

"I have had a lot of difficulties this flight. The latest of which was a forced landing in a remote area outside of Buenos Aires. I mean remote, the nearest paved road is 12 miles away and the nearest village 25 miles away. . . I am well and the aircraft is fine. The only damage to the aircraft was done when I taxied it 4 miles to the nearest house.

**See Radio Chatter**

**Continued on page 14**

## Aviation Building Systems



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# Airport Maintenance

By: Mark Young, Airport Maintenance Manager

## Johnson Creek

For the past seven years, most visitors to Johnson Creek have become accustomed to caretakers Gene and Cody being available seven days a week. Typically, they have availed themselves on their days off to rent courtesy cars, clean campgrounds and generally assist those who needed their help. Well, the times they are a-changing.



Beginning with the 2004 season, Gene and Cody **will not** be available from **Monday at 5 PM until Thursday at 8 AM**. Yes, that means no courtesy cars for those wishing to get to Yellow Pine for whatever the reason on Tuesdays and Wednesdays. We realize that folks camping at any of our airports are most likely on vacation or at the very least on an extended weekend. With that in mind, they either expect or would like to have available to them those facilities and amenities which are offered by the Division of Aeronautics. However, please bear in mind when you arrive on Monday evening at 6 PM, seasonal workers deserve their days off too, just like you and me. Questions or concerns about this change may be directed to the Division's office at 208-334-8775.

## Reserving of Sites & Tie Downs

We have noticed over the past couple of years, that more pilots are attempting to save campsites and tie downs for friends who will be arriving later. In some cases, later may be a day, or it may be several days. This is particularly true during organized fly-ins at various locations. Consider this scenario: you arrive at a pristine backcountry airport in anticipation

of several days of R & R. Upon touching down, you taxi to the tie down area where many sites are already taken. Seemingly vacant tie downs are marked with traffic cones, chairs, empty coolers, or anything that might be handy, leaving you to pack your gear further than you would like, or to camp in a less desirable site. After spending a night and into the next day, you finally realize that the spots held with chairs, are in fact empty, and being held by those whose friends are showing up several days hence.

Irritating . . . yes;  
Courteous . . . no;  
Inappropriate . . . **YES!**

Please do not attempt to reserve or save sites for those who will be arriving later. Division policy clearly states that **"no reservations are allowed at any state-owned/operated airport."** The only exception to this policy is made when the "Wilderness Within Reach" group visits Johnson Creek. Because the attendees are physically impaired, we allow the caretakers to save the larger camp site for this group.

## Interested in Caretaker Jobs?

The Division of Aeronautics hires seasonal employees at four airports for the period mid-May through mid-September. The locations include Johnson Creek, Smiley Creek, Garden Valley and Cavanaugh Bay.

Job responsibilities vary from location to location but generally include the following:

1. Irrigating runways and camp areas;
2. Cleaning campsites, restrooms and shower buildings;
3. Airport courtesy car rental;
4. Minor maintenance of equipment and buildings; and
5. Mowing campground areas and runways.

These positions don't see a great deal of turnover, however from time to time folks do move on. Should you be interested in a summer job in a remote or semi-remote area or know others who are, please let us know. Bear in mind that those filling these jobs work on their own most of the season. Full time maintenance personnel from Boise visit each location several times throughout the course of the season; however, with 30 airports to maintain not many hours can be dedicated to those locations having assigned caretakers. If interested, you may email a brief resume to me at

[myoung@itd.state.id.us](mailto:myoung@itd.state.id.us) or mail a hard copy to the Division of Aeronautics, PO Box 7129, Boise, ID 83707-1129. Your resume and/or any other information you provide will be maintained for future reference. These positions are not filled on a first come first serve basis, but rather on the abilities of the applicant. It should also be noted that living accommodations vary by site, with most requiring the employee to provide their own RV or other type of temporary residence.

## Courtesy Cars

One of the more popular programs offered by Aeronautics is the Airport Courtesy Car Program. Initiated many years ago, it provides airport visitors with a means of transportation between the airport and the local community.

Currently, there are ten municipal airports assigned vehicles; another 3 state-owned airports also have courtesy cars. We are occasionally asked why these vehicles are called courtesy cars when we charge for their use. The reason is to offset maintenance and program

**See Maintenance**  
**Continued on page 13**



# Aviation Medical Matters

# Shades of Spring

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

With the hills beginning to turn green, we have to think about spring and summer: wonderful skies for flying, clear visibility, few clouds, gentle winds, and UV radiation. UV radiation? Why should we be concerned about UV radiation? If you can read this, you should be concerned. It is **THE** cause of eye injury from sunlight. It is a winter problem, too; but summer is when we encounter the most intense doses of UV light. Still, in the winter you need to know that up to 90% of the sunlight that hits the snow is reflected back at you and this reflected light can severely damage your eyes. The same is true for water on lakes; the air near the lake may be cool but the sunlight still packs quite a punch. The best preventative is, of course, some of those cool things you put on your face that mark you as not only a pilot, but a REAL pilot – aviation sunglasses.

The issue is solar radiation. It comes in various wavelengths, but the ones that damage the eye are mainly in the Ultraviolet or UV spectrum. There are lots of other nasty types of radiation like gamma rays and X-rays, but thankfully the atmosphere prevents these from reaching the earth. UV radiation is generally divided into three types, UVA (400-320nm), UVB (320-290nm), and UVC (< 290 nm). The worst type, UVC, is usually blocked by the atmosphere's ozone layer, which is why ozone depletion is such a big deal. However, unless you work under the hole in the ozone over the Antarctic, there is enough left in most areas to block this radiation. Then comes UVB, and finally the lesser problem, UVA. These can cause severe eye and skin problems. Prolonged exposure to these types of radiation can lead to cataracts in the eyes and perhaps worse,

Advantages	Disadvantages
<b>Glass Lenses</b>	
<ul style="list-style-type: none"><li>• Excellent optical properties</li><li>• High scratch resistance</li><li>• Tend to hold tints longer</li><li>• Darken quickly</li></ul>	<ul style="list-style-type: none"><li>• Heavier</li><li>• Less impact resistant</li><li>• May take longer to lighten in low light conditions</li></ul>
<b>Plastic lenses (CR-39 and Polycarbonate)</b>	
<ul style="list-style-type: none"><li>• Excellent optical properties</li><li>• Light weight</li><li>• More impact resistant</li><li>• Hold coatings well</li></ul>	<ul style="list-style-type: none"><li>• Not as scratch resistant (coatings can help)</li><li>• Tints and coatings can “fade” over time</li><li>• May not darken as well in warm conditions</li></ul>

macular degeneration. Macular degeneration can lead to blindness that medicine cannot correct. Cataracts can be removed; degeneration occurs at the cellular level and as of yet we are unable to replace the rods and cones. The best thing you can do is just avoid these bad actors as best you can; that means sunglasses for the eyes and sunscreen for the skin (as well as covering up with clothes and hats).

When you get to the optical shop, you will be bombarded with a vast array of lenses, styles, and prices; here are a few thoughts to consider. There are three general types of lenses: crown glass, plastic, and polycarbonate plastic. They each have their advantages and disadvantages, making the selection process so much fun. In the chart above are a few of the pluses and minuses between glass and plastic.

No matter which type you choose, you should get a retainer strap for your glasses to keep them

attached to your body when turbulence or a sudden removal of the headset could cause you to lose them. As Murphy's Law states, a pair of glasses will always slide to a place in the plane where you can see them, but be unable to reach them in flight. I don't know how they do that, but it seems to be a built-in feature of aircraft.

As for tint, there are an infinite number of types and colors — just look at the shades the kids wear around the high school. The most common are the gray, gray-green, and brown. All of these make great choices for the aviator. Gray is good as it distorts colors the least. Some think that gray-green or brown is better because it may improve sight in hazy situations; this is a personal choice. Yellow, amber and orange are said to

**See Shades of Spring**  
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# Boise-Sandpoint Air Service to Begin in May

**By: Darla Christenson, ITD Public Affairs and Frank Lester, Safety/Education Coordinator**

Members of the Sandpoint Air Service Committee and McCall Aviation announced recently a new Boise to Sandpoint air service, scheduled to begin in May. The new service targets business travelers making trips between Boise and Sandpoint as well as weekend recreational tourists. The service also provides connections to Seattle.

“The service offers a time and cost savings over flying into Spokane and driving to Sandpoint,” said Rich Faletto of the Sandpoint Air Service Committee. “You no longer have to drive the 80 miles, which saves about one and a half hours each way, plus the cost of gas and parking.”

Sandpoint-area business leaders, residents and stakeholders have pledged more than \$250,000 towards guaranteed pre-purchased ticket vouchers to show their commitment to this undertaking.

“McCall Aviation’s venture will provide an important link between north and southwest Idaho,” said Robert Martin of the Idaho Transportation Department’s Division of Aeronautics. “This air service will help fuel the state’s economic engine and provides another tool for businesses, small and large, to maintain their standing in the marketplace. For many companies and communities, aviation is the key that unlocks the door to success and growth.”

“Part of the Division of Aeronautics’ mission is to encourage and foster an aviation system that



meets the current and future requirements of Idaho’s growing and diverse aviation public,” Martin said.

In a recent telephone call to Dan Scott, owner of McCall Aviation, he said, “McCall Aviation is excited about starting the service to Sandpoint.” He further stated, “It is great to have the opportunity to provide a service that Sandpoint has previously never had.” In a similar conversation with Rich Faletto, he was even more emphatic when he compared the beginning of this air service to the significance of the opening of the long bridge on highway 95 in the early 1900’s.

“Where the bridge was a vital transportation corridor connecting Sandpoint to the outside world,” he continued, this air service will form a vital “air bridge” connecting North Idaho with the south.”

Initially, the Boise-Sandpoint route will be scheduled on four weekdays: Monday, Tuesday, Thursday and Friday, with one round trip offered each day. McCall Aviation executives expect that as consumers become aware of the new service, business levels will increase and flights will be added.

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## Our Thanks to the Aviation Festival Advertiser, Vendors, Speakers, and Participants



# Montana Pilots Launch Recreational Aviation Foundation

By: Jerry Cain, Recreational Aviation Foundation

"Where have all the airstrips gone?" Do pilots want to sing this song far into the future?

General aviation airstrips in the United States are disappearing at a rate of two per week. Some are well publicized, such as Meigs Field in Chicago. Others receive little or no publicity including many unpaved airstrips in rural and mountainous backcountry.

Usually these unpaved airstrips are on public lands administered by the United States Forest Service (USFS), the Bureau of Land Management (BLM), or other federal and state government agencies. Because pilots are not involved in the process, their disappearance is often the result of revised planning documents that fail to recognize or address the needs of general aviation.

In 1998, the Montana Pilots' Association (MPA) became concerned with the loss of recreational and backcountry airstrips and formed the Recreational Airstrip Committee (RAC) to take an active part in the planning process. (For RAC information, go to: [www.montanapilots.org/backcountry/index.html](http://www.montanapilots.org/backcountry/index.html).)

The RAC has made considerable progress, but it soon became obvious that additional funding was required to maintain and create airstrips. The Recreational Aviation Foundation (RAF) was incorporated in Montana on December 22, 2003 and filed a 501(c)(3) application with the IRS for non profit, tax-exempt status on December 30, 2003.

The RAF will use tax-deductible donations to:

- Provide more participation with governmental agencies controlling rural and backcountry airstrips to preserve and protect public access.
- Improve and maintain existing rural and backcountry airstrips.
- Acquire or lease land to construct additional general aviation airstrips.
- Educate the public on the benefits of rural and backcountry airstrips.

- Provide scholarships for active pilots to acquire mountain flying skills.
- Promote Air safety through support of flight training seminars.

Please help preserve recreational and backcountry aviation by making a tax-deductible donation to the Recreational Aviation Foundation, 1711 West College, Bozeman, MT 59715. For more information, contact John McKenna, Chairman of the Board, at (406) 587-5166 or e-mail at [jt185@montanadsl.net](mailto:jt185@montanadsl.net).

## !Attention Pilots!

### The Idaho Transportation Department Division of Aeronautics is recruiting for on-call, part-time pilots.

This position allows you to be home almost every night. This position will fly a King Air 200, a Cessna 182 and Cessna 206.

#### The following are minimum ratings and flight times:

Multi-engine, Commercial and Instrument ratings

- Pilot-in-command time:**
- 3,000 hours total
  - 1,500 hours multi-engine
  - 750 twin cabin class
  - 100 hours turboprop

For additional information, contact Debbie Woolery at 334-8775 or send resume to: Idaho Division of Aeronautics, 3483 Rickenbacker Street, Boise, ID 83705 EOE





# Aviation Festival

Continued from page 1

America.” Major General John Kane, Adjutant General of Idaho (see photo below), the featured speaker at the Kickoff Luncheon, offered his perspective of the Middle East and the forces that have shaped our world and homeland security since 9/11.



**Major General Kane**  
(Photo by Frank Lester)

## Teachers learn aviation lessons

Hunched over a table, rulers in hand, teachers in a two-day workshop were tasked with locating mountain lakes on an aeronautical chart. It might sound simple enough, but the names of the lakes were not provided. Instead, these teachers-turned-students were given a pinpoint address – 42° 16' N and 113° 45' W.

The activity illustrated how teachers could incorporate an aviation tool into lessons involving math, measurements and geography.



**Jim Shemwell, the lost snowmobiler rescued by Idaho Mountain Search and Rescue near Pilot's Peak last year, talks about his experience and winter survival.** (Photo by Frank Lester)

Education standards require that students demonstrate an understanding of units and processes of measurement, and can use the techniques and tools shown here to demonstrate these principles.

“Lay out a course from one city to another, create a flight plan,” said workshop leader Richard Klein.

“You can use all these in the classroom. If you can show your children (latitude and longitude) on these charts, they can use these skills on the standardized tests.”

North Freemont High technical education teacher Mel Mikkola, of Ashton, took away ideas for immediate implementation in the classroom.



**Dallas Airmotive representative, Mike Sellars' twin boys consider a career in aviation.** (Photo by Dale Alexander)







**Eric Simson, FAA Civil Aeromedical Institute, discusses spatial disorientation with a visitor.** (Photo by Mark Hall)

"This is exactly what I needed to advance my curriculum and create more interest," Mikkola said. "It's a lot more than I'd expected."

"Aviation lends itself to application in multiple subjects, including math, history and physics," he said.

**Aviation Pioneer's speech brings successful Festival to a perfect close**

Record-breaking pilot and aviation pioneer Dick Rutan visited Boise to take part in the Teacher work shop and be the keynote



**Dick Rutan and the Aviation Art Contest winners, Savanna Hale, Parker Berg, and Nick Wilson.**

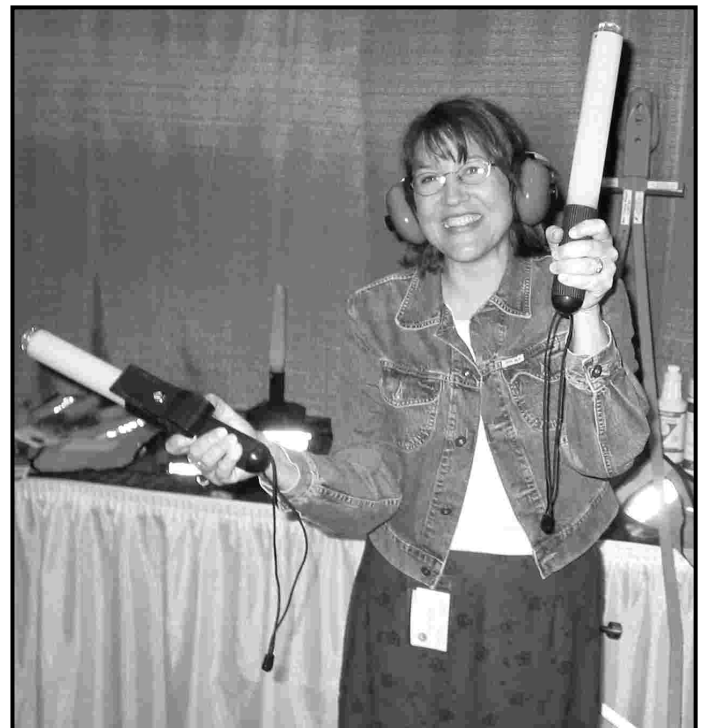
(Photo by Debbie Woolery)

**See Aviation Festival**

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**Teachers discuss aeronautical charts in the aviation workshop.** (Photo by Mark Hall)



**ITD's Darla Christensen tries her hand at moving the "heavy iron."** (Photo by Mark Hall)



# A Recipe for Safe Landings: Preparation and Practice, Practice, Practice!

By: Ray Glidden, Chief, Flight Operations

I have heard many times that good judgment is gained through experience; however, too often though, experience is the result of bad judgment. Idaho aviation suffered a dramatic increase in accidents during 2003. The NTSB reports reveal a common factor: most accidents occurred during the landing or the aborted landing phases of flight. These accidents were not confined to low time pilots, either, but were spread evenly across the board. Low time and high time pilots alike made the same basic mistakes of poor glide slope and airspeed control. All too often, for whatever reason, pilots find themselves flying less, with the common result being sloppy aircraft control.

Skillfully executing a safe landing requires **practice, practice and more practice** to attain good glide slope and airspeed control that will result in landings that are consistent and precise. If your pattern changes with each approach, then the transition to final changes and the landings will be inconsistent. Just a 10-knot increase in airspeed alone increases your landing distance by 20%.

A good landing starts with a well-trimmed aircraft. If you release the yoke anywhere in the pattern and the aircraft attitude changes, then you are not trimmed. A properly trimmed aircraft will result in good airspeed control and subsequently good glide slope control. A pilot must practice until the connection between these two facts is second nature.

Once you have mastered trimming your aircraft, you must now force yourself to fly to a spot on the runway. Regardless of whether the

runway is long or short, when you are practicing you should pick a spot and try to land there **every time**. If you accept a landing that is 200 feet long, then you are not gaining any skill that will be of value at airports that require very precise landings. You need to be able to land within 50 feet of the aim point every time. Be critical of yourself; strive for perfection on all landings and you will see a marked improvement.

Nowhere are these principles more evident than landing at an airfield in mountainous terrain. The airports in Idaho are as varied as any. We have runways of different sizes, shapes and locations. Several have runways with large variations in elevation from one end to the other. Most of the available airport diagrams do not provide the elevation for both ends of the runway. The airport elevation is the highest point on the airport. At Atlanta, for instance, the airport elevation is about 100 feet higher than the runway approach-end elevation. Pilots must adjust their pattern altitude to avoid being 100 feet high turning final, a recipe for disaster at a short runway on a warm day. This is where all that practice flying a good, consistent glide slope will pay off. It is most important when flying into a strange field where you do not have the luxury of the familiar landmarks that you enjoy at your home field. You will be able to determine early whether or not you are "on the numbers" and need to make either a timely correction or execute a go-around.

What about a go around? All airports have one. But at some, the decision point for executing a go-around may be well out from the

airport. This is why it is critical to recognize when the approach is not working. Prior to flying to any unfamiliar airport, a pilot needs to gain as much knowledge about that airport as possible. Having either an experienced instructor or seasoned pilot familiar with the area on board to fly with you into an airport, is always a good idea and very cheap insurance. This is especially true of airports you are visiting for the first time that are located in mountainous terrain. Any airport, no matter how benign they may appear in photographs, can be deadly under the right conditions.

Good judgement need not be the result of experience gained from bad judgement. Sound judgement based on thorough preparation and practice provide a strong foundation for good decision making as well as reversing the trend of "bad judgement" accidents that have plagued Idaho for the last three years. Do your part to reverse this trend; hone your skills through practice and don't shortcut preparation.

**New Website  
Address:  
[www.itd.idaho.gov](http://www.itd.idaho.gov)**



# Fledgling IBAA Poised to Address Aviation Issues

**By: Michael Pape, Chairman, Idaho Business Aviation Association**

The Idaho Business Aviation Association (IBAA) was recently formed to represent the interests of the Idaho business aviation community. The IBAA is a regional organization similar to 45 other groups in the country established under the concept of regional business aviation groups developed by the National Business Aviation Association (NBAA). The NBAA believes that many issues, such as airport noise and access problems, develop locally and regional associations can better manage such issues through early recognition.

The mission of the IBAA is to "improve the aviation system." We accomplish this through networking, addressing issues, providing professional development and

promoting the business aviation industry. We are currently made up of 75 members of Idaho's business aviation community. Our members are corporate operators, charter companies, FBOs, consultants, manufacturers and numerous other aviation entities. Meetings are held quarterly in Boise. Past meeting sponsors and educational presenters have included NBAA, celebrity pilots, FAA representatives, airport directors and aircraft manufacturers. Our meetings also provide IBAA members with a valuable opportunity to meet and share ideas with others in the business aviation community.

We welcome new members. IBAA membership is currently free of charge and NBAA membership is not a

requirement; only an intense interest in business aviation is needed. In addition to new members we always welcome prospective educational presenters and meeting sponsors.

The IBAA is "wheels up" with clear skies and a promising future. We hope you'll join us at our next scheduled quarterly meeting. For further information contact Michael Pape at [mpfls@aol.com](mailto:mpfls@aol.com) or 208-869-9929.

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## Shades of Spring

**Continued from page 5**

improve vision in some situations, but this has not been proven and they are known to distort color vision to a larger degree. These are probably not your first choice. All in all, the tint should not block more than 85% of the visible light. Your glacier glasses are not a good choice either.

Just a note on polarized lenses; they are great for fishing, but just as they make that cutthroat trout easier to see in the water, they can also make the displays on many modern avionics disappear. They may look cool, but are not a great choice in the aircraft. As

for frames, consider that they need to stay up and may interfere with the efficiency of noise canceling headsets by letting sound slip in around the temples.

The bottom line: you should probably start looking in the cabinet that has a selection of glass or plastic sunglasses with 100% UV protection, gray or gray-green tint, 15% to 30% light transmission, frames that fit snugly and don't distort the ear cups on your headset. Add to that a retainer strap (whatever type fits your fancy) and you're ready to go. Remember,

when you arrive at your destination, you can always reach in your flight bag and pull out those cool mirrored shades to impress the pax. What will they know as long as you make a good landing . . . at the correct airport? Good luck, look cool, and be careful.



# Calendar of Events

Email your event information to [tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us) for inclusion in the Rudder Flutter and the Aeronautics website.

## MAY

- 1 Pelican Point-Homedale Flight, Top Fun Flyers, Steve Clements, 208-323-1585
- 8 Pine Work Party, Jerry Terlisner, 344-1600
- 15 Deadwood Work Party, Wayne Thiel, 890-8866
- 15 Breakfast Flight and Warhawk Air Museum, Gooding Airport Flyers Association, Kit John, 208-886-2646
- 15 Anteck Car and Aircraft Rallye, Top Fun Flyers, Steve Clements, 208-323-1585
- 22 Skypark Annual Fly-In, Top Fun Flyers, Steve Clements, 208-323-1585

## JUNE

- 4-6 River-of-No-Return Mountain Flying Clinic, Challis, Bob Plummer, 208-879-5900
- 5 Graham Work Party, Jerry Terlisner, 344-1600
- 8 IAA General Membership Meeting, Aeronautics Conf. Room, 7 PM, Mike Weiss, 331-2063
- 11-13 Wayne Handley's Spin and Unusual Attitude Clinic (space is limited), Gooding Airport Flyers Association, Kit John, 208-886-2646
- 12 "Thunder over Nampa," Nampa Airport Appreciation Day, static displays and fly-bys, Jeff Grant, 208-468-5825
- 12 Jerome County Airport Fly-In Breakfast and Community Appreciation Day, Bonnie Deitrick, 208-324-4982, [jairport@onewest.net](mailto:jairport@onewest.net)
- 13 IAA Breakfast, Garden Valley, Jerry Terlisner, 208-344-1600
- 15 Rudder Flutter Articles DUE! Tammy Schoen, [tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us) or call 208-334-8776
- 18-20 Garden Valley Fly-In, Cessna 180/185 Club, Jim Davies, 208-462-5204
- 18-20 Wood River Chicken Drop, Sluder Field, Top Fun Flyers, Steve Clements, 208-323-1585
- 18-20 Cessna 180/185 Club, Garden Valley, Jim Davies, 208-462-5204
- 21 Solstice Flight, Top Fun Flyers, Steve Clements, 208-323-1585
- 21-24 EAA B-17 Bomber Aluminum Overcast, Caldwell Airport, [www.b17.org](http://www.b17.org) OR [www.eaa.org](http://www.eaa.org)
- 22-23 EAA "Aluminum Overcast" B-17, Caldwell Airport, Rides and Tours, Dale Alexander, 208-465-7925, [www.b17.org](http://www.b17.org) or [www.eaa103.org](http://www.eaa103.org)

## JUNE (continued)

- 26 Smith Prairie Campout and Breakfast, Gooding Airport Flyers Association, Kit John, 208-886-2646
- 26 Big Creek Work Party, Jerry Terlisner, 344-1600
- 25-26 Bear Lake County Fly-in, Olean Parker, 208-847-1426
- 27 Boise Free Fall Festival, Jump West, Top Fun Flyers, Steve Clements, 208-323-1585
- 28-30 Aviation Career Education (ACE) Academy, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587/208-334-8776
- 29 to July 2 McCall Mountain/Canyon Flying Seminar, McCall, Lori MacNichol, 208-634-1344

## JULY

- 3-5 Council 4th of July Celebration, Top Fun Flyers, Steve Clements, 208-323-1585
- 6-9 McCall Mountain/Canyon Flying Seminar, McCall, Lori MacNichol, 208-634-1344
- 7-11 Arlington, Top Fun Flyers, Steve Clements, 208-323-1585
- 7-11 Washington Coast Trip, Gooding Airport Flyers Association, Kit John, 208-886-2646
- 9-12 Quiet Birdmen, Johnson Creek, John Davi, 831-688-2809, [jdavi@packbell.net](mailto:jdavi@packbell.net)
- 13-16 McCall Mountain/Canyon Flying Seminar, McCall, Lori MacNichol, 208-634-1344
- 23-25 Wilderness Within Reach, Johnson Creek, Joe Corlett, 208-336-1097
- 24-25 Garden Valley Flight, Top Fun Flyers, Steve Clements, 208-323-1585
- 30 to Aug 1 IAA, Cavanaugh Bay, Ray Friend, 208-377-8500

## AUGUST

- 6-8 Maule-Mods, Johnson Creek, Johan Pieterse, 909-808-8478 (50-75 aircraft)
- 7-8 Donnelly Flight, Top Fun Flyers, Steve Clements, 208-323-1585
- 13-15 18th Annual Northwest Mountain Family Fly-In, McCall, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587
- 21 Weiser Day Flight, Top Fun Flyers, Steve Clements, 208-323-1585





# Aviation Festival

Continued from page 9

speaker at the closing banquet. During the workshop Dick spoke to young Nicholas Buckley about "following his dreams" and the importance of science and math in school, and to teachers of their importance in shaping the future of our young men and women.

Following his visit with the teachers, he drew a crowd of more than 250, the largest in Festival history, to the Saturday dinner event. He highlighted the evening when he recognized three budding artists who won the Aviation Art Contest in the 6-9 age group. He entertained the enthusiastic audience with stories of how he and fellow crewmember, Jeanna Yeager, were the first to complete a non-stop, unrefueled flight around the world in an airplane. Their aircraft, Voyager, now hangs in the Smithsonian Air and Space Museum's "Milestones of Flight" gallery in Washington, D.C.



**Aviation Festival**  
**March 10-12, 2005**

## Maintenance

Continued from page 4

administration costs. It is not a source of revenue for the Division but dedicated solely for the use of the Courtesy Car Program.

Thanks to the Division of Highways, we were able to replace 11 of our 19 cars in 2003. We threw

some paint on several, removed body dents on others, had them detailed inside and out, and put them into service.

Unfortunately, the Arco/Butte County Airport elected to discontinue the program. Therefore, as of February, there is no longer a courtesy car at that location. If you feel there is a need or demand for a courtesy

car at a specific airport, please let us know and we will pursue it. Remember that state government **cannot** compete with private enterprise. Any city that is served by any form of public transportation, whether taxi, bus service, or rental cars, is not eligible to participate in the Courtesy Car Program.

**Come Join the Fun!**

~~June~~ ~~July~~ 28-30, 2004

**A**viation  
**C**areer  
**E**ducation

**ACADEMY**

**Tours, Speakers &  
Aircraft Flight**

- *Kit Fox*
- *National Guard*
- *Air Force Academy*
- *Boise Air Terminal*
- *Air Traffic Controller*
- *Pilot*
- *Mechanic*
- *Accident Investigation*
- *Embry-Riddle Aeronautical University*
- *Southwest Airlines Customer Service*
- *Rocky Mountain College*
- *Warhawk Air Museum*

Download an application from our website at: [www.itd.idaho.gov](http://www.itd.idaho.gov)  
Contact Tammy Schoen, 208-334-8776, 800-406-4587, or  
E-mail: [tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us)



# Radio Chatter

Continued from page 3



**Gus McLeod with his 1939 Stearman.**

A wing hit a bush and damaged a running light . . .  
The expedition is still in progress . . . A lot of you have shown some concern for my safety. I am grateful that there are so many that care . . . ”

“I have crossed the snow-capped Andes Mountains, jungles so thick they look like carpet and survived icing in the Antarctic that caused the aircraft to lose over 8000 feet of altitude. I have flown the Drake Passage four times – once at night and once with winds in excess of 70 miles an hour and 50 foot waves. Considering where I’ve been, the hand of Providence has rested gently on my shoulder . . . It is not good to be stuck so far from home, family and friends. But it is good to be alive . . . ”

“I am well; I hope you all stay well and I will see you on my way North.”

— Gustavus

Calm winds and blue skies to you Gus; may you and your hearty craft rest gently in the hands of the Almighty. Godspeed . . .

More information on Gus’ flight can be found at: [www.ecctai.com/news/mcleod1.htm](http://www.ecctai.com/news/mcleod1.htm) or [www.fau.edu/solopoletopole/](http://www.fau.edu/solopoletopole/)

## **In closing-a proposal**

As I close this latest Radio Chatter, I would like to let you in on a plan and ask you for your comments and thoughts to help point me in the right direction.

Aviation Education is a main staple of this office. I would not have been able to attain the modest accomplishments I have in the last seven years without the incredible support that you and the Aeronautics staff have given me. But there is a lot more that can be done. We scored a major victory at this year Festival when the Teacher Aviation Workshop grew from one teacher last year to 18 this year. Having two first rate volunteers in Bill Sando and Dave

Marquart didn’t hurt. However, there is still more that can be done.

My biggest constraint is budget. As the number, quality, and size of these programs grow, so do the costs. One avenue I am pursuing is possible grants and partnerships. Another avenue that I would like to pursue is advertising. One idea is to sell advertising in the Rudder Flutter. Another idea is a state-wide aviation business directory. The money raised through these endeavors would be dedicated to Aviation Education and enhancements such as scholarships, enlarging ACE Academy, traveling exhibits (like NASA), workshops, and speakers. These are only a few of the many activities I am considering.

Right now this is in the very early stages of development. I want your thoughts on these questions:

- Would you like to see advertising in the Rudder Flutter?
- Would you **advertise** in the Rudder Flutter?
- Do you see a benefit to an Idaho Aviation Business Directory?
- Would you **advertise** in an Idaho Aviation Business Directory?
- Would you **buy** an Idaho Aviation Business Directory?

Please send me your thoughts, as well as suggestions, by email, [flester@itd.state.id.us](mailto:flester@itd.state.id.us), telephone, 208-334-8780, or by mail to Idaho Division of Aeronautics, 3483 Rickenbacker St, Boise, ID 83705. Thank you for your help.

**New Website  
Address:  
[www.itd.idaho.gov](http://www.itd.idaho.gov)**





# 2004 P-51 INVITATIONAL

## WWII Airplane Ride Opportunity

### Warhawk Air Museum's "Warbird Invitational"

#### — Coming This Summer —

A limited number of Invitational Sponsorships are available for the event. Sponsors of \$600 per airplane will receive a special one-year membership to the Warhawk Air Museum which includes the choice to either watch the sponsored airplane fly from the ground or actually take a ride in the sponsored aircraft. **Help bring these historic warbirds to Idaho!** Don't miss this opportunity of a lifetime! The ultimate gift for yourself or someone you care about!

**Sponsorships Available – \$600 Each**

**P-51 Mustang Invitational, July 2004**

The Warhawk Air Museum is very excited about the P-51 Invitational planned for this coming summer. This is a chance to see, hear and experience history. **Proceeds from the warbird Invitational will support the museum education program and exhibits.**

**General admission prices:**

**\$8 for Adults — \$6 for Seniors & Children ages 4 to 9**

#### **Pre-Purchase Sponsorship Form — P-51 Mustang Invitational**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Method of Payment (Please Circle One):      Check      Mastercard      American Express      Visa

Card Number: \_\_\_\_\_ Exp: \_\_\_\_\_

Signature: \_\_\_\_\_



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**3483 Rickenbacker / PO Box 7129**  
**Boise, ID 83707-1129**



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**This is a change to the Idaho Airport/Facility Directory. Cut this diagram out and paste it over the current Atlanta airport page in the A/FD.**

ATLANTA		55H	ATLANTA
<b>LOCATION</b> 		<b>LAT</b> 43°48.81' <b>LONG</b> 115°08.10' NOTE: GREENE (PVT) AIRPORT ¾ MILE EAST →	
<b>LAYOUT</b> 		<b>ELEVATION</b> 5500	
<b>LOCATION</b> 1 MILE NW OF ATLANTA <b>VOR</b> FREQ 113.3 <b>RAD</b> NM 47.5 <b>COMMUNICATIONS</b> CTA 122.9		<b>FUEL</b> NO <b>SERVICES</b> TIEDOWNS, FOOD IN ATLANTA <b>MANAGER</b> 208-334-8775, STATE OWNED	
<b>NAV AIDS</b> NO <b>LIGHTS</b> NO <b>ATTENDED</b> NO		<b>FBO(S)</b> NO	
<b>REMARKS</b> RECOMMENDED FOR USE BY MOUNTAIN PROFICIENT PILOTS USING HIGH PERFORMANCE AIRCRAFT. AIRPORT IS LOCATED IN MOUNTAINOUS AREA, HIGH TIMBERED RIDGES LIMIT MANEUVERING AREA. LAND RMY 34 DEPART RMY 16. APPROACH UP BOISE RIVER MAKING RIGHT CIRCLING PATTERN OVER VALLEY TO CHECK TRAFFIC AT GREENE AIRPORT. DEPART WITH A RIGHT TURNOUT DOWN BOISE RIVER. NO WINTER MAINTENANCE. ANNOUNCE INTENTIONS ON 122.9. <b>NO GO-AROUND DUE TO RISING TERRAIN AND TREES</b>			